

AMENDMENTS TO THE SPECIFICATION:

Page 1, on line 1, before the heading FIELD OF THE INVENTION, insert the following heading:

--BACKGROUND OF THE INVENTION--

Page 1, on line 5, amend the heading as follows:

--~~BACKGROUND~~ DESCRIPTION OF THE RELATED ART--

Page 2, on line 3, amend the heading as follows:

--~~OBJECT~~ BRIEF SUMMARY OF THE INVENTION--

Page 2, on line 7, delete the heading STATEMENTS OF THE INVENTION.

Page 5, on line 7, delete the heading DESCRIPTION.

Page 5, before line 13, insert the following heading:

--BRIEF DESCRIPTION OF THE DRAWING FIGURES--

Page 6, before line 18, insert the following heading:

--DETAILED DESCRIPTION OF THE PREFERRED EMBODIMENTS--

Page 12, replace the paragraph, beginning on line 1, with the following amended paragraph:

--In these three figures the retractable leg assembly (100) is shown in three positions within its arc of movement, that is, in the fully retracted position in ~~figure~~ Figure 9, in an intermediate position in ~~figure~~ Figure 10, and in the fully extended position in ~~figure~~ Figure 11. The arc of movement of the leg (111) is entirely outside of the water-tight structure of the amphibious vehicle (150), meaning that the amphibious vehicle

(150) does not need to have any moveable doors or moveable fairings to accommodate the retractable leg assembly (100).--

Page 12, replace the paragraph, beginning on line 7, with the following amended paragraph:

--In ~~figure~~ Figure 9 it can be seen that the retract actuator (115) is at an angle of approximately 15 degrees to the tangent to the arc of movement of the leg (111). At this angle the resultant force on the leg (111) in the direction aligned with the tangent to the arc of movement of the leg (111) is 97 percent of the force exerted by the actuator, since cosine of 15 degrees is 0.97. This enables the actuator (115) to positively hold the leg (111) in the retracted position, negating the requirement for any additional mechanisms or uplocks to hold the leg in the retracted position. Such a positive hold on the leg (111) is particularly advantageous when the amphibious vehicle is operated in rough water and when there are significant forces acting to bounce the leg (111) up and down. And the elimination of any need for additional mechanisms or uplocks to hold the leg in the retracted position keeps the retractable leg assembly (100) simple and easier to maintain.--

Page 12, replace the paragraph, beginning on line 23, with the following amended paragraph:

--In ~~figure~~ Figure 10 it can be seen that the retract actuator (115) is at an angle of approximately 25 degrees to the tangent to the arc of movement of the leg (111). At this angle

the resultant force on the leg (111) in the direction aligned with the tangent to the arc of movement of the leg (111) is 91 percent of the force exerted by the actuator, since cosine of 25 degrees is 0.91. This means that the actuator is able to efficiently move the leg (111) towards the extended position allowing the retractable leg assembly to be used to lift the amphibious vehicle if the vehicle has been lowered onto the ground. If the retract actuator (115) was not aligned so closely with the tangent to the arc of movement of the leg (111) a larger and heavier actuator would be required.--

Page 13, replace the paragraph, beginning on line 3, with the following amended paragraph:

--In ~~figure~~ Figure 11 the leg (111) is in the fully extended position. In this position the actuator (115) is at a large angle to the direction aligned with the tangent to the arc of movement of the leg (111), however in this position the primary forces on the leg (111) are compression forces resulting from the leg (111) carrying a portion of the weight of the amphibious vehicle (150) and rearward acting forces which may be experienced when the amphibious vehicle is travelling forward and the wheel (151) contacts objects or bumps, etc. These rearward acting forces are reacted primarily by the contact of the mounting block (121) of the leg (111) with the down stops (131) located on the adapter fitting (113). For this reason it is of little consequence that the actuator (115) is at a large angle to the

direction aligned with the tangent to the arc of movement of the leg (111).--

Page 13, replace the paragraph, beginning on line 20, with the following amended paragraph:

--In ~~figure~~ Figure 12 the arrangement of the connection between the steering actuator (117) and the yoke assembly (153) is shown. A connecting link (155) provides a connection between the steering actuator (117) and a torque arm (157) which extends from the yoke assembly (153). Operation of the steering actuator (117) causes the orientation of the yoke assembly (153) to change with respect to the leg (111), enabling the amphibious vehicle (150) to be steered when the vehicle (150) is being operated on land.--